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C O N F I D E N T I A L SECTION 01 OF 02 BONN 18390

E.O. 11652: GDS

TAGS: EAIR, WB, UK, US, FR

SUBJECT: BCATAG MEETING - TURKISH WORKER FLIGHTS AND
GERMAN COMPLAINTS RE IGS

REF: A. USBERLIN 2116 B. USBERLIN 2085

1. SUMMARY: LATEST BCATAG MEETING DEVOTED TO A REVIEW
OF TURKISH WORKER FLIGHTS AND RECENT COMPLAINTS REGARDING
THE REDUCED QUALITY OF IGS SERVICE SINCE THE INTRODUCTION
OF THE WINTER SCHEDULE AND THE MOVE TO TEGEL. FRG
REPS REPORTED THAT SERVICE LANDINGS IN THE FRG COULD CON-
TINUE ON THE PRESENT SCHEDULE THROUGH APRIL WHEN THEY
BELIEVED IT WOULD BE NECESSARY TO YIELD TO PRESSURE FOR
A NIGHT CURFEW AT NURENBURG. DIFFICULTIES OF THE
TRAVELING PUBLIC IN GETTING SPACE ON WEEKEND FLIGHTS
AND DELAYED DEPARTURES FROM TEGEL WERE EMPHASIZED
BY SENATE REP WHO URGED THAT AIRLINES BE ASKED TO TAKE
CORRECTIVE ACTION. END SUMMARY.

2. AT OCT. 31 BCATAG MEETING (CHAIRER BY U.S.), EMB CAA
LED OFF BY REITERATING SERIOUS PROBLEMS ALLIED CARRIERS
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WOULD ENCOUNTER IF THE PROPOSED CURFEW AT NURENBURG IN-

TRODUCED. BASING PRESENTATION ON OUR MOST RECENT SOUNDINGS WITH PAA, EMB CAA POINTED OUT THAT NEED TO DEPART BERLIN EARLIER ON TURKISH WORKER FLIGHTS WOULD CREATE DIFFICULTIES DUE TO THE COMMITMENT OF AIRCRAFT TO IGS SCHEDULES AND DAYTIME CHARTER ACTIVITIES. MOREOVER, ADDITIONAL CREW TIME INVOLVED WOULD LEAVE VERY LITTLE MARGIN FOR THE FREQUENT TECHNICAL DELAYS OCCURRING AT ISTANBUL. THUS CARRIERS WOULD LIKELY HAVE TO USE TWO CREWS ON MANY TRIPS, A FACTOR WHICH WOULD AFFECT THEIR COMPETITIVENESS WITH TURKISH FLIGHTS OUT OF SCHOENEFELD. ALTHOUGH PAA MIGHT BE ABLE TO ACCOMMODATE ITSELF TO A CURFEW DURING THE WINTER SEASON, PROBLEM WOULD BE INSURMOUNTABLE ONCE THE INCREASED VOLUME OF BUSINESS FOR THE 1976 SUMMER SEASON BEGAN. BRITISH CAA GROVES MADE A PARALLEL PRESENTATION.

3. CIVAIR DIRECTOR REHM, ATTENDING A BCATAG MEETING FOR THE FIRST TIME, EXPRESSED SYMPATHY FOR THE CARRIERS' PROBLEMS, STRESSING THAT THE FRG SHARED OUR INTEREST IN MAINTAINING WEST BERLIN'S PRE-EMINENCE IN THE TURKISH MARKET. THE FRG WAS, HOWEVER, PLACED IN ANAWKWARD SITUATION, GIVEN THE POLITICAL PRESSURE COMING FROM BAVARIA ON ENVIRONMENTAL GROUNDS. SENAT REP KROLL'S REMARKS FOLLOWED MUCH THE SAME LINE. REHM SAID HE THOUGHT IT WOULD BE POSSIBLE TO DELAY THE INTRODUCTION OF A COMPLETE CURFEW AT NURENBURG (OPERATIONS ARE ALREADY LIMITED TO SOME EXTENT AFTER 2300) UNTIL APRIL 1, 1976 IN THE HOPE THAT EITHER THE G-12 AIRWAY OVER NORTH GREECE WOULD BE REOPENED OR THE AIRLINES WOULD BE ABLE TO ADAPT THEIR SCHEDULES TO MEET THE REQUIREMENTS OF THE CURFEWS. WHILE EXPRESSING SATISFACTION THAT RESTRICTIONS AT NURENBURG WOULD NOT BE INTRODUCED IN NOVEMBER, UK AND US CAA'S REPEATED THE DIFFICULTIES WHICH WOULD ARISE DURING FORTHCOMING SUMMER SEASON BUT SAID THEY WOULD WORK CLOSELY WITH THE AIRLINES TO TRY TO REACH SOME SOLUTION BY NEXT SPRING. (INTERESTED AIRLINES WERE INFORMED OF THE ABOVE LATER THE SAME DAY.)

4. EMB CAA THEN CIRCULATED STATISTICS ON TURKISH WORKER TRAFFIC FOR THE FIRST 8 MONTHS OF 1974 AND 1975, REVEAL-
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ING THAT WEST BERLIN'S SHARE REMAINED REASONABLY CONSTANT, GROWING SLIGHTLY FROM 19,170 TO 19,511. BY CONTRAST, EAST BERLIN'S DEPARTURES FOR THE SAME PERIOD ADVANCED FROM 5,600 TO 8,000. FRG REP JIRKA EXPRESSED GERMAN CONCERN OVER THE NOV. 1 INITIATION OF THE SCHEDULED SERVICES AT SCHOENEFELD WHICH WOULD DOUBLE THE EXISTING CAPACITY AVAILABLE IN EAST BERLIN. HE SAID THE FRG INTENDED TO EXPRESS THESE CONCERNS TO THE TURKS,

BOTH HERE AND IN ANKARA, BUT HE WAS NOT CONFIDENT THESE EFFORTS WOULD YIELD POSITIVE RESULTS.

5. REMAINING DISCUSSION CENTERED ON THE RECENT SPATE OF COMPLAINTS RECEIVED FROM FRG AND BERLIN SOURCES ABOUT THE RECENT DETERIORATION OF IGS PUNCTUALITY, PARTICULARLY

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SINCE THE MOVE TO TEGEL AND THE LACK OF CAPACITY FOR WEEKEND PASSENGERS. EMB AND BRITISH CAA'S EXPLAINED THAT TIGHT CAPACITY ON WEEKENDS WAS A NATURAL OUT-GROWTH OF THE RATIONALIZATION IMPLICIT IN THE ROUTE DIVISION. THE AIRLINES WERE AWARE OF THE PROBLEM AND HAD ASSURED BOTH CAA'S THAT EXTRA SECTIONS WOULD BE MADE AVAILABLE ON WEEKENDS WHEN REQUIRED. (PAA HAS SINCE SEPTEMBER 1 BEEN RUNNING EXTRA SECTIONS DURING PARTICULARLY HEAVY TRAFFIC PERIODS.) NONETHELESS, THE TRAVELING PUBLIC WOULD HAVE TO GET INTO THE HABIT OF BOOKING SOMEWHAT EARLIER SINCE EXTRA SECTIONS COULD ONLY BE PUT ON IF JUSTIFIED BY THE VOLUME OF ADVANCE BOOKINGS. RECENT HIGH SEAT FACTORS, WHILE NOT SEEN ON THE SERVICE FOR SEVERAL YEARS, WERE A COMMON FEATURE IN THE LATE 60'S.

6. WE ALSO POINTED OUT THAT THE SEPT. 1 MOVE TO TEGEL AND THE EXPECTED PROBLEMS OF PASSENGER FLOW WERE NO DOUBT CONTRIBUTORY TO THE PROBLEM. LIKEWISE BA'S UNUSUALLY HIGH INCIDENCE OF MECHANICAL FAILURES RECENTLY HADNOT MADE THE AIRLINES LIFE ANY SIMPLER. SENAT REP KROLL FOCUSED PARTICULARLY ON LATE DEPARTURES FROM TEGEL, POINTING OUT THAT SOME HARSHER CRITICS WERE SUGGESTING
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SERVICE WAS DETERIORATING BECAUSE OF THE LACK OF ANY GENUINE COMPETITION SINCE THE ROUTE SWAP. EMB CAA RESPONDED THAT ALLIED AUTHORITIES WERE DOING THEIR BEST TO CORRECT REMAINING DIFFICULTIES AT TEGEL WHICH MIGHT, UNFORTUNATELY, TAKE LONGER THAN WE MIGHT LIKE, ESPECIALLY IN DEVELOPING MORE EFFICIENT SECURITY CHECK PROCEDURES, SINCE SOME ADDITIONAL MONEY MIGHT HAVE TO BE SPENT. WE ASSURED KROLL THAT THE AIRLINES WERE AS ANXIOUS AS WE WERE TO IRON OUT THE PRESENT DIFFICULTIES SINCE MISSED SCHEDULES WERE COSTLY BOTH OPERATIONALLY AND IN TERMS OF PUBLIC RELATIONS.

7. COMMENT: WE PRESUME CIVAIR DIRECTOR'S PKASST. SEC. LEVEL) UNEXPECTED ATTENDANCE WAS DESIGNED TO DEMONSTRATE THE FRG'S KEEN INTEREST IN THE TURKISH WORKER FLIGHT QUESTION. A FIVE MONTH DELAY IN LANDING RESTRICTIONS AT NURENBURG WAS PROBABLY THE BEST WE COULD EXPECT -- PARTICULARLY SINCE WHEN PRESSED THE CARRIERS WERE UNABLE TO PROVIDE THE CAA'S WITH CONCRETE EXAMPLES OF HOW EARLIER DEPARTURES FROM TEGEL WOULD INCREASE THEIR COSTS. WE TAKE SERIOUSLY THE SPATE OF COMPLAINTS FROM WEST BERLIN TRAVELERS REGARDING THE DECLINING QUALITY OF SERVICE ON THE IGS (AS DOES PAA DIRECTOR RUNNETTE) AND WILL FOLLOW THE SITUATION CLOSELY TO DETERMINE WHAT IF ANY REMEDIAL ACTION MIGHT BE REQUIRED. ADMITTEDLY, HOWEVER, SOME OF THE PROBLEM IS A NATURAL OUTGROWTH OF CAPACITY REDUCTION AND THE RUNNING IN OF A NEW AIRPORT, AND THUS NOT EASILY RESOLVABLE BY THE CARRIERS. IN ANY EVENT, PUBLIC DISSATISFACTION WITH THE SERVICE WOULD HARDLY PROVE HELPFUL SHOULD WE BECOME INVOLVED IN A FARE INCREASE EXERCISE.
HILLENBRAND

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